

NETHOREON PRAFEC CALMING

TPC-117-0300

MAY 11, 2021

PENNY SWEET JAY ARNOLD NEAL BLACK KELLI CURTIS AMY FALCONE TOBY NIXON JON PASCAL KURT TRIPLETT JULIE UNDERWOOD ROB STEITZER, P.E.

MAYOR DEPUTY MAYOR COUNCIL MEMBER COUNCIL MEMBER COUNCIL MEMBER COUNCIL MEMBER COUNCIL MEMBER

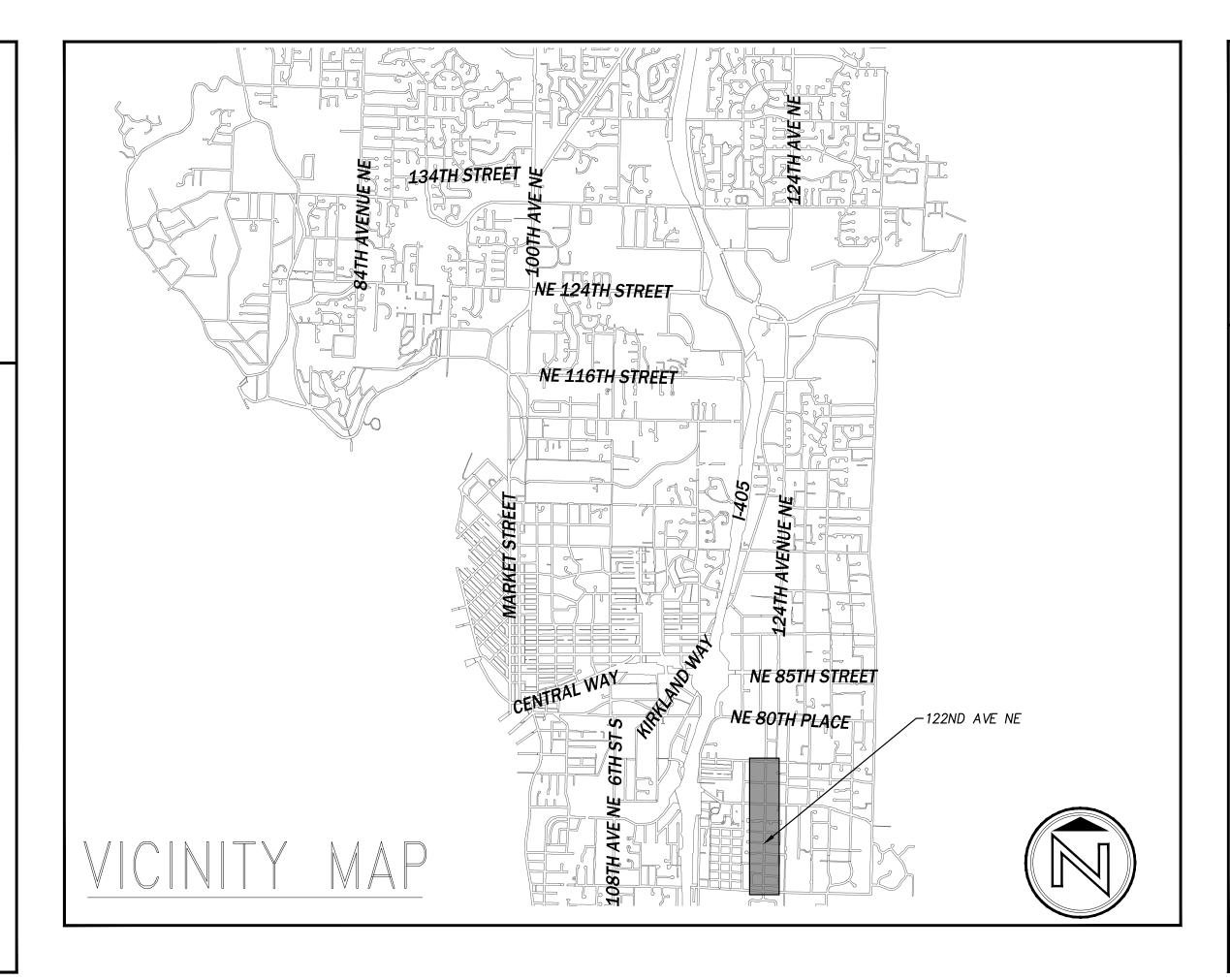
CITY MANAGER PUBLIC WORKS DIRECTOR CAPITAL PROJECTS MANAGER

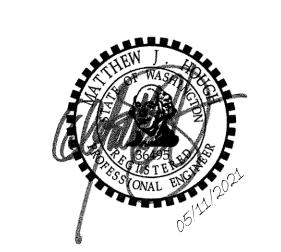
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COK FIRE DEPARTMENT
COK SPILL RESPONSE HOTLINE PUGET SOUND ENERGY PUGET SOUND ENERGY VERIZON BUSINESS COMCAST CABLE KING COUNTY METRO LAKE WASH. SCHOOL DISTRICT NORTHSHORE UTILITY DISTRICT WOODINVILLE WATER DISTRICT ZIPLY FIBER SEATTLE PUBLIC UTILITIES

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			OF DRAWINGS
	SHEET	DWG	DESCRIPTION
	1	CO.00	COVER
	2	C0.01	LEGEND, NOTES AND ABBREVIATIONS
	3	C0.02	STANDARD PLAN AND NOTES
	4	C2.01	122ND AVENUE NE
	5	C2.02	122ND AVENUE NE
	6	C2.03	122ND AVENUE NE
	7	C2.100	ROADWAY DETAILS
	8	C2.101	DETAILS AND CITY OF KIRKLAND PRE-APPROVED PLANS
1			

CALL BEFORE YOU DIG: 1-800-424-5555

ABBREVIATIONS

ASPHALT CONCRETE PAVEMENT KING COUNTY ROAD STANDARDS ANGLE POINT LCPE LINED CORRUGATED POLYETHYLENE PIPE ASPHALT TREATED BASE ATB LINEAL FEET **AVENUE** BEGIN CURB RETURN LAND USE INSPECTOR BOC MAX. BACK OF CURB MAXIMUM BOTTOM OF WALL MDRT MAJOR DEVELOPMENT REVIEW TEAM CENTERLINE MANHOLE MIN. MINIMUM CATCH BASIN CDF MECHANICAL JOINT CONTROLLED DENSITY FILL NORTH CORRUGATED METAL PIPE CONC NOT IN CONTRACT **CONCRETE** CONN. CONNECTION ON CENTER POINT OF CURVATURE CONT. CONTINUOUS PLAIN END CITY OF KIRKLAND POINT OF INTERSECTION CORRUGATED POLYETHYLENE PIPE (W/SMOOTH INTERIOR WALLS) POINT OF TANGENCY CRUSHED SURFACING BASE COURSE POINT OF VERTICAL INTERSECTION CSTC DIA. CRUSHED SURFACING TOP COURSE PUBLIC UTILITY EASEMENT DIAMETER DUCTILE IRON REQUIRED RIGHT-OF-WAY DRIVEWAY RIGHT SOUTH END CURB RETURN STORM DRAIN ELEVATION EDGE OF PAVEMENT SANITARY SEWER EROSION AND SEDIMENT CONTROL STOPPING SIGHT DISTANCE ENTERING SIGHT DISTANCE STATION **ESMT EASEMENT** TESC TOC TYP. TEMPORARY EROSION AND SEDIMENT CONTROL EMERGENCY VEHICLE ACCESS EVA EXIST. EXISTING TOP OF CURB TYPICAL FLOW LINE TBWTOP BACK OF WALK FLANGE TOW TOP OF WALL FACE OF CURB UNO UNLESS NOTED OTHERWISE HORIZONTAL VERT. INVERT ELEVATION **VERTICAL** WSD01 WASHINGTON DEPT. OF TRANSPORTATION INTERSECTION **INVERT**

WATER SERVICE

GENERAL PROJECT NOTES

- 1. ALL WORKMANSHIP, METHODS AND MATERIALS FOR THIS PROJECT SHALL CONFORM TO THE 2012 EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION AS PRODUCED BY WSDOT AND THE WASHINGTON STATE CHAPTER OF THE APWA, CITY OF KIRKLAND PUBLIC WORKS STANDARDS; AND ALL AMENDMENTS TO THE STANDARDS SPECIFICATIONS AND SPECIAL PROVISIONS PROVIDED BY THESE PLANS OR OTHER CONTRACT DOCUMENTS FOR THE PROJECT.
- 2. EXISTING UTILITIES ARE SHOWN IN THESE PLANS PER THE LATEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES AND RELATED SURFACE FEATURES WITHIN THE PROJECT AREA AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES WITH THE PLAN INFORMATION PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL, AT MINIMUM, CONTACT THE UNDERGROUND UTILITIES LOCATE CENTER (1-800-424-5555) TO HAVE UTILITIES VERIFIED ON THE GROUND PRIOR TO CONSTRUCTION.
- 3. THE TEMPORARY EROSION AND SEDIMENTATION CONTROL (TESC) MEASURES SHOWN IN THESE PLANS SHALL BE CONSIDERED A MINIMUM. THE CONTRACTOR SHALL PROVIDE ANY REASONABLE ADDITIONAL MEASURES AS MAY BE REQUIRED TO FACILITATE ACTUAL SITE RUNOFF CONDITIONS AT THE TIME OF CONSTRUCTION. ALL NECESSARY TEMPORARY EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE IN-PLACE PRIOR TO ANY DEMOLITION OR CONSTRUCTION ACTIVITIES.
- 4. ALL NEW PAVEMENT, SIDEWALKS, AND CURB AND GUTTER INSTALLED BY THIS PROJECT SHALL BEAR ON SUITABLE, COMPACT FOUNDATION SOILS IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND PROJECT CONTRACT DOCUMENTS. SIMILAR EXISTING FACILITIES TO REMAIN, WHICH ARE DISTURBED OR DAMAGED DURING CONSTRUCTION, SHALL BE REPLACED IN-KIND TO THE SAME STANDARDS OF NEW FACILITIES.
- 5. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE CITY OF KIRKLAND PRE-APPROVED STANDARD PLANS AND SPECIFICATIONS AS AMENDED OR SUPPLEMENTED BY THE PLANS, DETAILS, AND SPECIFICATIONS PROVIDED IN THE CONTRACT DOCUMENTS.
- 6. THE MATERIALS AND METHODS OF INSTALLATION FOR ALL WATER AND SANITARY SEWER FACILITIES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF CITY OF KIRKLAND WATER AND SANITARY SEWER PRE-APPROVED PLANS AND POLICIES UNLESS OTHERWISE AMENDED BY THESE PLANS.
- 7. AT LEAST TWO COPIES OF THESE PLANS SHALL BE ON THE JOB SITE WHEN CONSTRUCTION IS IN PROGRESS. THE CONTRACTOR SHALL ALSO HAVE COPIES OF THE APPLICABLE REGULATORY AGENCY STANDARDS AVAILABLE AT THE JOB SITE DURING THE RELATED CONSTRUCTION OPERATIONS. ALL APPLICABLE PERMITS SHALL BE OBTAINED BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION ACTIVITY. ONE COMPLETE SET OF PROJECT PLANS WITH RECORDS OF AS-BUILT INFORMATION SHALL BE PROVIDED TO THE PROJECT ENGINEER AT THE END OF THE PROJECT.
- 8. THE CONTRACTOR SHALL COORDINATE ACTIVITIES OF ALL UTILITY PURVEYORS IMPACTED BY WORK FOR THIS PROJECT AND SHALL CONTACT THEM PRIOR TO CONSTRUCTION TO SCHEDULE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT AND KEEP IN SERVICE ALL EXISTING UTILITIES WHETHER SHOWN OR NOT SHOWN ON THESE PLANS DURING CONSTRUCTION.
- 9. UTILITIES, OR INTERFERING PORTIONS OF UTILITIES, THAT ARE ABANDONED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR TO THE EXTENT NECESSARY TO COMPLETE THE PROPOSED WORK. THE CONTRACTOR SHALL PLUG THE REMAINING EXPOSED ENDS OF ABANDONED UTILITIES. CUTTING AND PLUGGING OF LINES TO BE ABANDONED SHALL BE CONSIDERED INCIDENTAL TO OTHER WORK PERFORMED.
- 10. THE OWNER SHALL OBTAIN THE SERVICES OF A QUALIFIED SOILS ENGINEER AND/OR TESTING AGENCY TO PERFORM SUBGRADE/BACKFILL DENSITY TESTS OR TO DIRECT THE REMOVAL AND REPLACEMENT OF ANY UNSUITABLE MATERIALS DURING CONSTRUCTION. A REPRESENTATIVE OF THE SOILS ENGINEER AND/OR TESTING AGENCY SHALL BE AVAILABLE TO OBSERVE AND TO VERIFY FIELD CONDITIONS AS WORK PROCEEDS. THE SOILS ENGINEER SHALL SUBMIT FIELD REPORTS AS REQUIRED TO CERTIFY THE METHODS AND MATERIALS ARE IN ACCORDANCE WITH PROJECT SPECIFICATIONS, SEE SECTION 1-05.6.
- 11. THE CONTRACTOR SHALL PREPARE A SITE SPECIFIC TRAFFIC CONTROL PLAN IN ACCORDANCE WITH THE MUTCD AND SHALL SUBMIT IT TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO THE PRE-CONSTRUCTION MEETING. WORK SHALL BEGIN PRIOR TO THE TRAFFIC CONTROL PLAN APPROVAL.
- 12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE TRAFFIC CONTROL AND SAFE PASSAGE OF PEDESTRIANS, BICYCLISTS AND ALL NON-MOTORIZED TRAVEL DURING CONSTRUCTION ADJACENT TO OR WITHIN ALL PUBLIC ROADWAYS. TRAFFIC CONTROL AND PEDESTRIAN MEASURES SHALL BE IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE PROPERTY DRIVEWAYS DURING CONSTRUCTION. THE CONTRACTOR SHALL NOT IMPACT/CLOSE OR BLOCK A DRIVEWAY WITHOUT FIVE BUSINESS DAYS NOTICE TO THE CITY, FOR COORDINATION/OUTREACH TO AFFECTED PROPERTY OWNERS/TENANTS.
- 13. PRIOR TO ANY WORK COMMENCING, THE GENERAL CONTRACTOR SHALL ARRANGE FOR A PRE-CONSTRUCTION MEETING WITH THE CITY OF KIRKLAND TO BE ATTENDED BY ALL MAJOR CONTRACTORS AND REPRESENTATIVES OF INVOLVED UTILITIES. SEE SECTION 1-01.17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTRACT INFORMATION.
- 14. A CULTURAL RESOURCES ASSESSMENT AND INADVERTENT DISCOVERY PLAN HAVE BEEN PREPARED FOR THIS PROJECT. THE PROJECT'S CULTURAL RESOURCES CONSULTANTS WILL CONDUCT A PRE-CONSTRUCTION BRIEFING ON-SITE WITH THE CONTRACTOR PRIOR TO THE START OF GROUND DISTURBANCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH THE INADVERTENT DISCOVERY PLAN AND NOTIFYING ALL PERSONNEL AND SUB-CONTRACTOR ON-SITE OF THE INADVERTENT DISCOVERY PLAN REQUIREMENTS.
- 15. AFTER COMPLETION OF ALL ITEMS SHOWN ON THESE PLANS AND BEFORE ACCEPTANCE OF THE PROJECT. THE CONTRACTOR SHALL REQUEST A PUNCH LIST FROM THE CITY'S INSPECTOR PER SECTION 1-05.11 OF THE SPECIFICATIONS. ALL ITEMS OF WORK SHOWN ON THESE PLANS SHALL BE COMPLETED TO THE SATISFACTION OF THE CITY PRIOR TO ACCEPTANCE OF THE PROJECT.

CONSULTANTS

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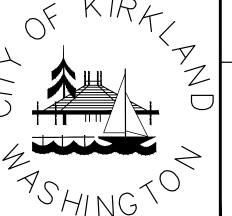
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CITY OF KIRKLAND

PUBLIC WORKS DEPARTMENT

123 FIFTH AVENUE - KIRKLAND, WA 98033-6189 - (206)828-1243

NEIGHBORHOOD TRAFFIC CALMING

CO.01

EGEND, NOTES AND ABBREVIATIONS

CITY OF KIRKLAND STANDARD PLAN NOTES

EROSION/SEDIMENTATION CONTROL

- 1. THE APPROVED CONSTRUCTION SEQUENCE SHALL BE AS FOLLOWS: a. CONDUCT PRE-CONSTRUCTION MEETING.
- b. FLAG OR FENCE CLEARING LIMITS.
- c. POST SIGN WITH NAME AND PHONE NUMBER OF TESC SUPERVISOR.
- d. INSTALL CATCH BASIN PROTECTION DOWNSTREAM AND AS DETERMINED BY THE CITY INSPECTOR.
- e. GRADE AND INSTALL CONSTRUCTION ENTRANCE(S).
- f. INSTALL PERIMETER PROTECTION (SILT FENCE, BRUSH BARRIER, ETC.).
- g. CONSTRUCT SEDIMENT PONDS AND TRAPS.
- h. GRADE AND STABILIZE CONSTRUCTION ROADS.
- i. CONSTRUCT SURFACE WATER CONTROLS (INTERCEPTOR DIKES, PIPE SLOPE DRAINS, ETC.) SIMULTANEOUSLY WITH CLEARING AND GRADING FOR PROJECT DEVELOPMENT.
- j. MAINTAIN EROSION CONTROL MEASURE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND MANUFACTURER'S RECOMMENDATIONS.
- k. RELOCATE EROSION CONTROL MEASURES OR INSTALL NEW MEASURES SO THAT AS SITE CONDITIONS CHANGE, THE EROSION AND SEDIMENT CONTROL IS ALWAYS IN ACCORDANCE WITH THE CITY TESC MINIMUM REQUIREMENTS.
- I. COVER ALL AREAS WITHIN THE SPECIFIED TIME FRAME WITH STRAW, WOOD FIBER MULCH, COMPOST, PLASTIC SHEETING, CRUSHED ROCK OR EQUIVALENT.
- m. STABILIZE ALL AREAS THAT REACH FINAL GRADE WITHIN 7 DAYS.
- n. SEED OR SOD ANY AREAS TO REMAIN UNWORKED FOR MORE THAN 30 DAYS.
- o. UPON COMPLETION OF THE PROJECT, ALL DISTURBED AREAS MUST BE STABILIZED AND BEST MANAGEMENT PRACTICES REMOVED IF APPROPRIATE.
- 2. CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS CLEAN AND FREE OF CONTAMINANTS AT ALL TIMES AND FOR PREVENTING AN ILLICIT DISCHARGE (KMC 15.52) INTO THE MUNICIPAL STORM DRAIN SYSTEM. IF YOUR CONSTRUCTION PROJECT CAUSES AN ILLICIT DISCHARGE TO THE MUNICIPAL STORM DRAIN SYSTEM, THE CITY OF KIRKLAND STORM MAINTENANCE DIVISION WILL BE CALLED TO CLEAN THE PUBLIC STORM SYSTEM, AND OTHER AFFECTED PUBLIC INFRASTRUCTURE. THE CONTRACTOR(S), PROPERTY OWNER, AND ANY OTHER RESPONSIBLE PARTY MAY BE CHARGED ALL COSTS ASSOCIATED WITH THE CLEAN-UP AND MAY ALSO BE ASSESSED MONETARY PENALTIES (KMC 1.12.200). THE MINIMUM PENALTY IS \$500. A FINE FOR A REPEAT VIOLATION SHALL BE A MULTIPLIED BY THE NUMBER OF VIOLATIONS. A FINE MAY BE REDUCED OR WAIVED FOR PERSONS WHO IMMEDIATELY SELF-REPORT VIOLATION TO THE CITY AT 425-587-3900. A FINAL INSPECTION OF YOUR PROJECT WILL NOT BE GRANTED UNTIL ALL COSTS ASSOCIATED WITH THE
- CLEAN-UP, AND PENALTIES, ARE PAID TO THE CITY OF KIRKLAND.

 3. CONSTRUCTION DEWATERING DISCHARGES SHALL ALWAYS MEET WATER QUALITY GUIDELINES LISTED IN COK POLICY E-1. SPECIFICALLY, DISCHARGES TO THE PUBLIC STORMWATER DRAINAGE SYSTEM MUST BE BELOW 25 NTU, AND NOT CONSIDERED AN ILLICIT DISCHARGE (PER KMC 15.52.090). TEMPORARY DISCHARGES TO SANITARY SEWER REQUIRE PRIOR AUTHORIZATION AND PERMIT FROM KING COUNTY INDUSTRIAL WASTE PROGRAM
- (206-263-3000) AND NOTIFICATION TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR.

 4. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.
- 5. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE SET BY SURVEY AND CLEARLY FLAGGED IN THE FIELD BY A CLEARING CONTROL FENCE PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE OR REMOVAL OF ANY GROUND COVER BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE PERMITTEE/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
- 6. APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE
 AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF
 ROADS. PIPES. RESTRICTORS. CHANNELS. RETENTION FACILITIES. UTILITIES. ETC.).
- 7. THE IMPLEMENTATION OF THIS ESC PLAN AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE PERMITTEE/CONTRACTOR UNTIL ALL CONSTRUCTION IS APPROVED.
- 8. A COPY OF THE APPROVED ESC PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- 9. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED PRIOR TO OR IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS. WHEREVER POSSIBLE, MAINTAIN NATURAL VEGETATION FOR SILT CONTROL.
- 10. THE ESC FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS ON THE APPROVED PLANS. LOCATIONS MAY BE MOVED TO SUIT FIELD CONDITIONS, SUBJECT TO APPROVAL BY THE ENGINEER AND THE CITY OF KIRKLAND INSPECTOR.
- 11. THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED (E.G., ADDITIONAL SUMPS, RELOCATION OF DITCHES AND SILT FENCES, ETC.) AS NEEDED FOR UNEXPECTED STORM EVENTS. ADDITIONALLY, MORE ESC FACILITIES MAY BE REQUIRED TO ENSURE COMPLETE SILTATION CONTROL. THEREFORE, DURING THE COURSE OF CONSTRUCTION IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES OVER AND ABOVE THE MINIMUM REQUIREMENTS AS MAY BE NEEDED.
- 12. THE ESC FACILITIES SHALL BE INSPECTED BY THE PERMITTEE/CONTRACTOR DAILY DURING NON-RAINFALL PERIODS, EVERY HOUR (DAYLIGHT) DURING A RAINFALL EVENT, AND AT THE END OF EVERY RAINFALL, AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING. IN ADDITION, TEMPORARY SILTATION PONDS AND ALL TEMPORARY SILTATION CONTROLS SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CLEARING AND/OR CONSTRUCTION IS COMPLETED, PERMANENT DRAINAGE FACILITIES ARE OPERATIONAL, AND THE POTENTIAL FOR EROSION HAS PASSED. WRITTEN RECORDS SHALL BE KEPT DOCUMENTING THE REVIEWS OF THE ESC FACILITIES.
- 13. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN 48 HOURS FOLLOWING A STORM EVENT.
- 14. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES, SUCH AS WASH PADS, MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.

- 15. ALL DENUDED SOILS MUST BE STABILIZED WITH AN APPROVED TESC METHOD (E.G. SEEDING, MULCHING, PLASTIC COVERING, CRUSHED ROCK) WITHIN THE FOLLOWING TIMELINES:
 - MAY 1 TO SEPTEMBER 30 SOILS MUST BE STABILIZED WITHIN 7 DAYS OF GRADING.
 OCTOBER 1 TO APRIL 30 SOILS MUST BE STABILIZED WITHIN 2 DAYS OF GRADING.
 - STABILIZE SOILS AT THE END OF THE WORKDAY PRIOR TO A WEEKEND, HOLIDAY, OR PREDICTED RAIN EVENT.
- 16. WHERE SEEDING FOR TEMPORARY EROSION CONTROL IS REQUIRED, FAST GERMINATING GRASSES SHALL BE APPLIED AT AN APPROPRIATE RATE (EXAMPLE: ANNUAL OR PERENNIAL RYE APPLIED AT APPROXIMATELY 80 POUNDS PER ACRE).
- 17. WHERE STRAW MULCH IS REQUIRED FOR TEMPORARY EROSION CONTROL, IT SHALL BE APPLIED AT A MINIMUM THICKNESS OF 2".
- 18. ALL LOTS ADJOINING OR HAVING ANY NATIVE GROWTH PROTECTION EASEMENTS (NGPE) SHALL HAVE A 6' HIGH TEMPORARY CONSTRUCTION FENCE (CHAIN LINK WITH PIER BLOCKS) SEPARATING THE LOT (OR BUILDABLE PORTIONS OF THE LOT) FROM THE AREA RESTRICTED BY THE NGPE AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR CLEARING AND REMAIN IN PLACE UNTIL THE PLANNING DEPARTMENT AUTHORIZES REMOVAL.
- 19. CLEARING LIMITS SHALL BE DELINEATED WITH A CLEARING CONTROL FENCE. THE CLEARING CONTROL FENCE SHALL CONSIST OF A 6-FT. HIGH CHAIN LINK FENCE ADJACENT THE DRIP LINE OF TREES TO BE SAVED, WETLAND OR STREAM BUFFERS, AND SENSITIVE SLOPES. CLEARING CONTROL FENCES ALONG WETLAND OR STREAM BUFFERS OR UPSLOPE OF SENSITIVE SLOPES SHALL BE ACCOMPANIED BY AN EROSION CONTROL FENCE. IF APPROVED BY THE CITY, A FOUR-FOOT HIGH ORANGE MESH CLEARING CONTROL FENCE MAY BE USED TO DELINEATE CLEARING LIMITS IN ALL OTHER AREAS.
- 20. OFF-SITE STREETS MUST BE KEPT CLEAN AT ALL TIMES. IF DIRT IS DEPOSITED ON THE PUBLIC STREET SYSTEM, THE STREET SHALL BE IMMEDIATELY CLEANED WITH POWER SWEEPER OR OTHER EQUIPMENT. ALL VEHICLES SHALL LEAVE THE SITE BY WAY OF THE CONSTRUCTION ENTRANCE AND SHALL BE CLEANED OF ALL DIRT THAT WOULD BE DEPOSITED ON THE PUBLIC STREETS.
- 21. ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO A DEPTH OF 1' AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; AND 1"-2" ROCK/10%-20% PASSING. RECYCLED CONCRETE SHALL NOT BE USED FOR EROSION PROTECTION, INCLUDING CONSTRUCTION ENTRANCE OR TEMPORARY STABILIZATION ELSEWHERE ON THE SITE.
- 22. IF ANY PART(S) OF THE CLEARING LIMIT BOUNDARY OR TEMPORARY
 EROSION/SEDIMENTATION CONTROL PLAN IS/ARE DAMAGED, IT SHALL BE REPAIRED
 IMMEDIATELY
- 23. ALL PROPERTIES ADJACENT TO THE PROJECT SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITION AND RUNOFF.
- 24. AT NO TIME SHALL MORE THAN 1' OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED IMMEDIATELY FOLLOWING REMOVAL OF EROSION CONTROL BMPS. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM SYSTEM.
- 25. ANY PERMANENT RETENTION/DETENTION FACILITY USED AS A TEMPORARY SETTLING BASIN SHALL BE MODIFIED WITH THE NECESSARY EROSION CONTROL MEASURES AND SHALL PROVIDE ADEQUATE STORAGE CAPACITY. IF THE PERMANENT FACILITY IS TO FUNCTION ULTIMATELY AS AN INFILTRATION OR DISPERSION SYSTEM, THE FACILITY SHALL NOT BE USED AS A TEMPORARY SETTLING BASIN. NO UNDERGROUND DETENTION TANK, DETENTION VAULT, OR SYSTEM WHICH BACKS UNDER OR INTO A POND SHALL BE USED AS A TEMPORARY SETTLING BASIN.
- 26. ALL EROSION/SEDIMENTATION CONTROL PONDS WITH A DEAD STORAGE DEPTH EXCEEDING 6" MUST HAVE A PERIMETER FENCE WITH A MINIMUM HEIGHT OF 3'.
- 27. THE WASHED GRAVEL BACKFILL ADJACENT TO THE FILTER FABRIC FENCE SHALL BE REPLACED AND THE FILTER FABRIC CLEANED IF IT IS NONFUNCTIONAL BY EXCESSIVE SILT ACCUMULATION AS DETERMINED BY THE CITY OF KIRKLAND. ALSO, ALL INTERCEPTOR SWALES SHALL BE CLEANED IF SILT ACCUMULATION EXCEEDS ONE-QUARTER DEPTH.
- 28. PRIOR TO THE OCTOBER 1 OF EACH YEAR (THE BEGINNING OF THE WET SEASON), ALL DISTURBED AREAS SHALL BE REVIEWED TO IDENTIFY WHICH ONES CAN BE SEEDED IN PREPARATION FOR THE WINTER RAINS. THE IDENTIFIED DISTURBED AREA SHALL BE SEEDED WITHIN ONE WEEK AFTER OCTOBER 1. A SITE PLAN DEPICTING THE AREAS TO BE SEEDED AND THE AREAS TO REMAIN UNCOVERED SHALL BE SUBMITTED TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR. THE INSPECTOR CAN REQUIRE SEEDING OF ADDITIONAL AREAS
- IN ORDER TO PROTECT SURFACE WATERS, ADJACENT PROPERTIES, OR DRAINAGE FACILITIES.

 29. ANY AREA TO BE USED FOR INFILTRATION OR PERVIOUS PAVEMENT (INCLUDING A 5-FOOT BUFFER) MUST BE SURROUNDED BY SILT FENCE PRIOR TO CONSTRUCTION AND UNTIL FINAL STABILIZATION OF THE SITE TO PREVENT SOIL COMPACTION AND SILTATION BY CONSTRUCTION ACTIVITIES.
- 30. IF THE TEMPORARY CONSTRUCTION ENTRANCE OR ANY OTHER AREA WITH HEAVY VEHICLE LOADING IS LOCATED IN THE SAME AREA TO BE USED FOR INFILTRATION OR PERVIOUS PAVEMENT, 6" OF SEDIMENT BELOW THE GRAVEL SHALL BE REMOVED PRIOR TO INSTALLATION OF THE INFILTRATION FACILITY OR PERVIOUS PAVEMENT (TO REMOVE FINES ACCUMULATED DURING CONSTRUCTION).
- 31. ANY CATCH BASINS COLLECTING RUNOFF FROM THE SITE, WHETHER THEY ARE ON OR OFF THE SITE, SHALL HAVE ADEQUATE PROTECTION FROM SEDIMENT. CATCH BASINS DIRECTLY DOWNSTREAM OF THE CONSTRUCTION ENTRANCE OR ANY OTHER CATCH BASIN AS DETERMINED BY THE CITY INSPECTOR SHALL BE PROTECTED WITH A "STORM DRAIN PROTECTION INSERT" OR EQUIVALENT.
- 32. IF A SEDIMENT POND IS NOT PROPOSED, A BAKER TANK OR OTHER TEMPORARY GROUND AND/OR SURFACE WATER STORAGE TANK MAY BE REQUIRED DURING CONSTRUCTION, DEPENDING ON WEATHER CONDITIONS.
- 33. DO NOT FLUSH CONCRETE BY-PRODUCTS OR TRUCKS NEAR OR INTO THE STORM DRAINAGE SYSTEM. IF EXPOSED AGGREGATE IS FLUSHED INTO THE STORM SYSTEM, IT COULD MEAN RE-CLEANING THE ENTIRE DOWNSTREAM STORM SYSTEM, OR POSSIBLY RE-LAYING THE
- 34. RECYCLED CONCRETE SHALL NOT BE STOCKPILED ON SITE, UNLESS FULLY COVERED WITH NO POTENTIAL FOR RELEASE OF RUNOFF.

STORM DRAINAGE

- 1. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
- 2. BEFORE ANY CONSTRUCTION MAY OCCUR, THE CONTRACTOR SHALL HAVE PLANS WHICH HAVE BEEN SIGNED AND APPROVED BY THE CITY OF KIRKLAND PUBLIC WORKS DEPARTMENT, OBTAINED ALL CITY, COUNTY, STATE, FEDERAL AND OTHER REQUIRED PERMITS, AND HAVE POSTED ALL REQUIRED BONDS.
- 3. ALL STORM DRAINAGE IMPROVEMENTS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE LATEST EDITION OF THE CITY OF KIRKLAND PUBLIC WORKS

- PRE-APPROVED PLANS AND POLICIES AND THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, PREPARED BY WSDOT AND THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA).
- 4. ANY DEVIATION FROM THE APPROVED PLANS WILL REQUIRE WRITTEN APPROVAL, ALL CHANGES SHALL BE SUBMITTED TO THE CITY.
- A COPY OF THE APPROVED STORM WATER PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- 6. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED OR SIMILARLY STABILIZED TO THE SATISFACTION OF THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS FOR THE PREVENTION OF ON-SITE EROSION AFTER THE COMPLETION OF CONSTRUCTION.
- 7. MINIMUM COVER OVER STORM DRAINAGE PIPES IN ROW OR VEHICULAR PATH SHALL BE 18 INCHES, UNLESS OTHER DESIGN IS APPROVED.
- 8. STEEL PIPE SHALL HAVE ASPHALT TREATMENT #1 OR BETTER INSIDE AND OUTSIDE.
 9. ALL CATCH BASINS SHALL BE TYPE I UNLESS OTHERWISE NOTED. CATCH BASINS WITH A DEPTH OF OVER FIVE FEET (5') TO THE PIPE INVERT SHALL BE A TYPE II CATCH BASIN. TYPE II CATCH BASINS EXCEEDING FIVE FEET (5') IN DEPTH SHALL HAVE A STANDARD
- LADDER INSTALLED.

 10. ALL STORM DRAINAGE MAIN EXTENSIONS WITHIN THE PUBLIC RIGHT-OF-WAY OR IN
- EASEMENTS MUST BE STAKED FOR LINE AND GRADE PRIOR TO STARTING CONSTRUCTION.

 11. ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO A DEPTH OF ONE FOOT (1') AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; 2"-MINUS ROCK/10%-20% PASSING. RECYCLED CONCRETE SHALL NOT BE USED FOR EROSION PROTECTION, INCLUDING FOR CONSTRUCTION ENTRANCE OR TEMPORARY STABILIZATION ELSEWHERE ON SITE.
- 12. ALL PIPE, MANHOLES, CATCH BASINS, AND APPURTENANCES SHALL BE LAID ON A PROPERLY PREPARED FOUNDATION IN ACCORDANCE WITH THE CURRENT STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (WSDOT). THIS SHALL INCLUDE NECESSARY LEVELING OF THE TRENCH BOTTOM OR THE TOP OF THE FOUNDATION MATERIAL AS WELL AS PLACEMENT AND COMPACTION OF REQUIRED BEDDING MATERIAL TO UNIFORM GRADE SO THAT THE ENTIRE LENGTH OF THE PIPE WILL BE SUPPORTED ON A UNIFORMLY DENSE, UNYIELDING BASE. IF THE NATIVE MATERIAL IN THE BOTTOM OF THE TRENCH MEETS THE REQUIREMENTS FOR "GRAVEL BACKFILL FOR PIPE BEDDING," THE FIRST LIFT OF PIPE BEDDING MAY BE OMITTED PROVIDED THE MATERIAL IN THE BOTTOM OF THE TRENCH IS LOOSENED, REGRADED, AND COMPACTED TO FORM A DENSE UNYIELDING BASE. ALL PIPE BEDDING SHALL BE APWA CLASS B, TYPE I, OR BETTER. PIPE SHALL NOT BE INSTALLED ON SOD, FROZEN EARTH, LARGE BOULDERS, OR ROCK. PIPE BEDDING FOR FLEXIBLE PIPES SHALL BE PEA GRAVEL TO THE SPRINGLINE OF THE PIPE.
- 13. CONSTRUCTION OF DEWATERING DISCHARGES SHALL ALWAYS MEET WATER QUALITY GUIDELINES LISTED IN COK POLICY E-1. SPECIFICALLY, DISCHARGES TO THE PUBLIC STORMWATER DRAINAGE SYSTEM MUST BE BELOW 25NTU, AND NOT CONSIDERED A PROHIBITED DISCHARGE (PER KMC 15.52.090). TEMPORARY DISCHARGES TO SANITARY SEWER REQUIRE PRIOR AUTHORIZATION AND PERMIT FROM KING COUNTY INDUSTRIAL WASTE PROGRAM (206-263-3000) AND NOTIFICATION TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR.
- 14. ISSUANCE OF A BUILDING OR LAND SURFACE MODIFICATION PERMIT BY THE CITY OF KIRKLAND DOES NOT RELIEVE THE OWNER OF THE CONTINUING LEGAL OBLIGATION AND/OR LIABILITY CONNECTED WITH STORM SURFACE WATER DISPOSITION. FURTHER, THE CITY OF KIRKLAND DOES NOT ACCEPT ANY OBLIGATION FOR THE PROPER FUNCTIONING AND MAINTENANCE OF THE SYSTEM DURING OR FOLLOWING CONSTRUCTION EXCEPT AS OUTLINED IN THE CITY OF KIRKLAND PUBLIC WORKS STANDARDS.
- 15. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
- 16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, CONFINED SPACE PROTECTION, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACT. ANY WORK WITHIN THE TRAVELED RIGHT-OF-WAY THAT MAY INTERRUPT NORMAL TRAFFIC FLOW SHALL REQUIRE A TRAFFIC CONTROL PLAN APPROVED BY THE CITY OF KIRKLAND. ALL SECTIONS OF THE WSDOT STANDARD SPECIFICATIONS, TRAFFIC CONTROL, AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL APPLY.
- 17. NO FINAL CUT OR FILL SLOPE SHALL EXCEED SLOPES OF TWO (2) HORIZONTAL TO ONE (1) VERTICAL WITHOUT STABILIZATION BY ROCKERY OR BY A STRUCTURAL RETAINING WALL.

 18. ALL MANHOLE LADDERS SHALL BE FIRMLY ATTACHED AND EXTEND TO WITHIN 1' OF THE
- BOTTOM OF THE STRUCTURE.

 19. APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF EXISTING UTILITY LOCATIONS WHETHER OR NOT THESE UTILITIES ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL EXERCISE ALL CARE TO AVOID DAMAGE TO ANY UTILITY. IF CONFLICTS WITH EXISTING UTILITIES ARISE DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY CONSTRUCTION INSPECTOR AND ANY CHANGES REQUIRED SHALL BE APPROVED BY THE DEVELOPMENT ENGINEER PRIOR TO COMMENCEMENT OF RELATED CONSTRUCTION ON THE PROJECT.
- 20. THE UNDERGROUND UTILITY LOCATION SERVICE SHALL BE CONTACTED FOR FIELD LOCATION OF EXISTING UTILITIES PRIOR TO ANY CONSTRUCTION. THE OWNER OR HIS REPRESENTATIVE SHALL BE CONTACTED IF A UTILITY CONFLICT EXISTS. FOR UTILITY LOCATION IN KING COUNTY, CALL 1-800-424-5555. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
- 21. THE CONTRACTOR SHALL VERIFY THE LOCATIONS, WIDTHS, THICKNESSES, AND ELEVATIONS OF ALL EXISTING PAVEMENTS AND STRUCTURES THAT ARE TO INTERFACE WITH NEW WORK. PROVIDE ALL TRIMMING, CUTTING, SAW CUTTING, GRADING, LEVELING, SLOPING, COATING, AND OTHER WORK, INCLUDING MATERIALS AS NECESSARY, TO CAUSE THE INTERFACE WITH EXISTING WORKS TO BE PROPER, ACCEPTABLE TO THE ENGINEER AND THE CITY OF KIRKLAND, COMPLETE IN PLACE AND READY TO USE.
- 22. ALL INLET, MANHOLE, AND CATCH BASIN FRAMES AND GRATES SHALL NOT BE ADJUSTED TO GRADE UNTIL IMMEDIATELY PRIOR TO FINAL PAVING. ALL CATCH BASIN GRATES SHALL BE SET 0.10' BELOW PAVEMENT LEVEL.
- 23. OPEN CUT ROAD CROSSINGS FOR UTILITY TRENCHES ON EXISTING TRAVELED ROADWAY SHALL BE BACKFILLED ONLY WITH 5/8" MINUS CRUSHED ROCK AND MECHANICALLY COMPACTED (UNLESS OTHERWISE APPROVED BY THE CITY). FOR STREETS CLASSIFIED AS ARTERIALS OR COLLECTORS, BACKFILL FOR CROSSINGS SHALL BE CDF. CUTS INTO THE EXISTING ASPHALT SHALL BE NEAT LINE CUT WITH SAW OR JACKHAMMER IN A CONTINUOUS LINE. A TEMPORARY COLD MIX PATCH MUST BE PLACED IMMEDIATELY AFTER BACKFILL AND COMPACTION. A PERMANENT HOT MIX PATCH SHALL BE PLACED WITHIN 30 DAYS AND SHALL BE A MINIMUM OF 1" THICKER THAN THE ORIGINAL ASPHALT WITH A MINIMUM THICKNESS OF 2". SEE STANDARD D.02.
- 24. ALL DAMAGES INCURRED TO PUBLIC AND/OR PRIVATE PROPERTY BY THE CONTRACTOR DURING THE COURSE OF CONSTRUCTION SHALL BE PROMPTLY REPAIRED TO THE SATISFACTION OF THE CITY CONSTRUCTION INSPECTOR BEFORE PROJECT APPROVAL AND/OR THE RELEASE OF THE PROJECT'S PERFORMANCE BOND.

- 25. GROUT ALL SEAMS AND OPENINGS IN ALL INLETS, CATCH BASINS, AND MANHOLES. JETSET GROUT IS NOT ALLOWED.
- 26. WHEN WIDENING AN EXISTING ROADWAY WHERE AN EXISTING TYPE I CATCH BASIN WILL REMAIN IN THE TRAVEL LANE, THE EXISTING FRAME AND COVER SHALL BE REPLACED WITH A ROUND, LOCKING FRAME AND COVER.
- 27. FOR OTHER THAN SINGLE-FAMILY DWELLINGS, ALL EXPOSED OR READILY EXPOSED INDOOR STORM DRAINAGE PIPING/PLUMBING SHALL BE LABELED WITH THE WORDS "STORM DRAIN" WITH MINIMUM 2-INCH HIGH LETTERS.
- 28. RECYCLED CONCRETE SHALL NOT BE USED AROUND STORMWATER FACILITIES.
- 29. ALL FASTENERS (BOLTS, NUTS, WASHERS, ETC.) ON MANHOLE AND CATCH BASIN LIDS TO BE STANDARD SIZE. NO METRIC FASTENERS ALLOWED.

ROADWAY

- A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
- 2. ALL ROADWAY WORK AND MATERIAL SHALL BE IN ACCORDANCE WITH THE CURRENT APWA AND CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.
- 3. ALL PUBLIC ROADWAYS SHALL BE CONSTRUCTED OF 2" CLASS "B" AC PAVING ON 4" ASPHALT-TREATED BASE (ATB), UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DEPARTMENT.
- 4. A COPY OF THE APPROVED ROADWAY PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- 5. DENSITY TEST REPORTS WILL BE REQUIRED FOR ALL PUBLIC ROADWAYS AND ALL PRIVATE ROADWAYS WITHIN PLATS. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
- 6. ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS MUST CONFORM TO THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS DRIVEWAY POLICY.
- 7. ALL CONCRETE FOR SIDEWALKS AND CURB AND GUTTER MUST BE 4,000 PSI MINIMUM.
- (5-3/4 SACK MIX.)

 8. IN THE CASE OF NEW ROAD CONSTRUCTION OR RECONSTRUCTION REQUIRING MAILBOXES TO BE MOVED OR REARRANGED, THE DEVELOPER/CONTRACTOR SHALL COORDINATE WITH THE U.S. POSTAL SERVICE FOR THE NEW LOCATION OF THE MAILBOX STRUCTURE.
- 9. ANY ROADWAY SIGNAGE OR STRIPING REMOVED OR TEMPORARILY MOVED BY THE CONTRACTOR SHALL BE RESTORED TO MEET THE CURRENT CITY OF KIRKLAND STANDARDS.
- 10. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ADEQUATE TEMPORARY TRAFFIC CONTROL TO ENSURE TRAFFIC SAFETY DURING CONSTRUCTION ACTIVITIES. THEREFORE, THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO STARTING ANY WORK IN THE RIGHT-OF-WAY. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) OR AS MODIFIED BY THE TRAFFIC ENGINEER.
- 11. WHERE A SIDEWALK IS TO BE CONSTRUCTED ABOVE A SLOPE OR ADJACENT TO A ROCKERY OR RETAINING WALL WHERE THE LOWEST FINISHED ELEVATION OF THE SLOPE, ROCKERY, OR RETAINING WALL IS TO BE THIRTY INCHES (30") OR MORE BELOW THE FINISHED ELEVATION OF THE SIDEWALK, A SAFETY RAILING SHALL BE REQUIRED WHEN: (A) THE PLANE OF THE WALL FACE IS LESS THAN 4' IN HORIZONTAL DISTANCE FROM THE OUTSIDE EDGE OF THE SIDEWALK; (B) THE SLOPES ADJACENT TO THE SIDEWALK AVERAGE GREATER THAN TWO TO ONE
- 12. THE MAXIMUM GRADE FOR PRIVATE ROADWAYS SHALL BE TWENTY PERCENT (20%), OR FIFTEEN PERCENT (15%) IF USED FOR FIRE ACCESS. FOR PUBLIC ROADWAYS, THE MAXIMUM GRADE SHALL BE FIFTEEN PERCENT (15%).
- 13. DEAD-END STREETS SHALL BE APPROPRIATELY SIGNED AND BARRICADED. SEE MOST CURRENT EDITION OF THE MUTCD.
- 14. SIDEWALK AND CURB AND GUTTER CANNOT BE POURED MONOLITHICALLY. THERE MUST BE A COLD JOINT OR FULL-DEPTH EXPANSION JOINT BETWEEN THEM.
- 15. MEASURES SHALL BE TAKEN BY THE DEVELOPER TO PROVIDE GROUND COVER IN AREAS WITHIN THE RIGHT-OF-WAY WHICH HAVE BEEN STRIPPED OF NATURAL VEGETATION OR HAVE A POTENTIAL FOR EROSION.
- 16. THE DEVELOPER SHALL COORDINATE WITH PUGET POWER FOR THE DESIGN AND INSTALLATION OF STREET LIGHTS ON ALL NEWLY-CREATED PUBLIC ROADWAYS AND EXISTING
- 17. WHEN AN EXISTING ROADWAY IS TO RECEIVE A HALF-STREET OVERLAY, THE EXISTING ROADWAY MUST BE COLD PLANED AT THE EDGE OF THE GUTTER AND CENTERLINE. WHEN THE EXISTING ROADWAY IS TO RECEIVE A FULL-STREET OVERLAY, IT MUST BE COLD PLANED AT THE EDGE OF BOTH GUTTERS. SEE CITY OF KIRKLAND STANDARD DETAIL NO.
- 18. ALL NEW SIGNS REQUIRED IN THE PUBLIC RIGHT-OF-WAY MUST BE PURCHASED FROM, AND INSTALLED BY, THE CITY OF KIRKLAND PUBLIC WORKS DEPARTMENT.
- 19. WHEN INSTALLING NEW SIDEWALK, THE AREA BEHIND THE SIDEWALK MUST BE GRADED SO THAT THE YARD DRAINAGE DOES NOT DRAIN OVER THE SIDEWALK.
- 20. ANY EXISTING PUBLIC IMPROVEMENTS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED PRIOR TO FINAL INSPECTION.
- 21. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING ALL PUBLIC STREETS FREE FROM MUD AND DEBRIS AT ALL TIMES. THE CONTRACTOR SHALL BE PREPARED TO USE POWER SWEEPERS OR OTHER PIECES OF EQUIPMENT NECESSARY TO KEEP THE ROADWAYS CLEAN.
- 22. BACKFILL IN ALL STREET CUTS ON ARTERIALS WILL BE CONTROL DENSITY FILL (CDF).
 CONTRACTOR MUST PROVIDE STEEL PLATING NECESSARY TO ALLOW THE CDF TO CURE.
- 23. WHEN CONSTRUCTING NEW CURB AND GUTTER WHICH DOES NOT ALIGN WITH THE EXISTING EDGE OF PAVEMENT, THE ROADWAY MUST BE TAPERED FROM THE ENDS OF THE NEW CURB AND GUTTER TO MATCH THE EXISTING PAVEMENT. THE ENTRY TAPER INTO THE NEW IMPROVEMENTS SHALL BE 5:1 AND LEAVING THE NEW IMPROVEMENTS SHALL BE 10:1.
- 24. WHEN AN EXISTING ROADWAY IS TO BE WIDENED, THE EXISTING PAVEMENT MUST BE SAW CUT AT LEAST ONE FOOT FROM THE EDGE TO PROVIDE A PROPER MATCH BETWEEN NEW AND EXISTING ASPHALT. HOWEVER, WHEN THE EXISTING PAVEMENT CONTAINS ALLIGATORED AREAS, THOSE AREAS MUST BE REMOVED PRIOR TO WIDENING. ALL SAW CUTS SHALL BE PARALLEL OR PERPENDICULAR TO THE RIGHT-OF-WAY CENTERLINE.
- 25. ALL ROCKERIES MUST BE CONSTRUCTED IN ACCORDANCE WITH THE MOST CURRENT GUIDELINES OF THE ASSOCIATION.

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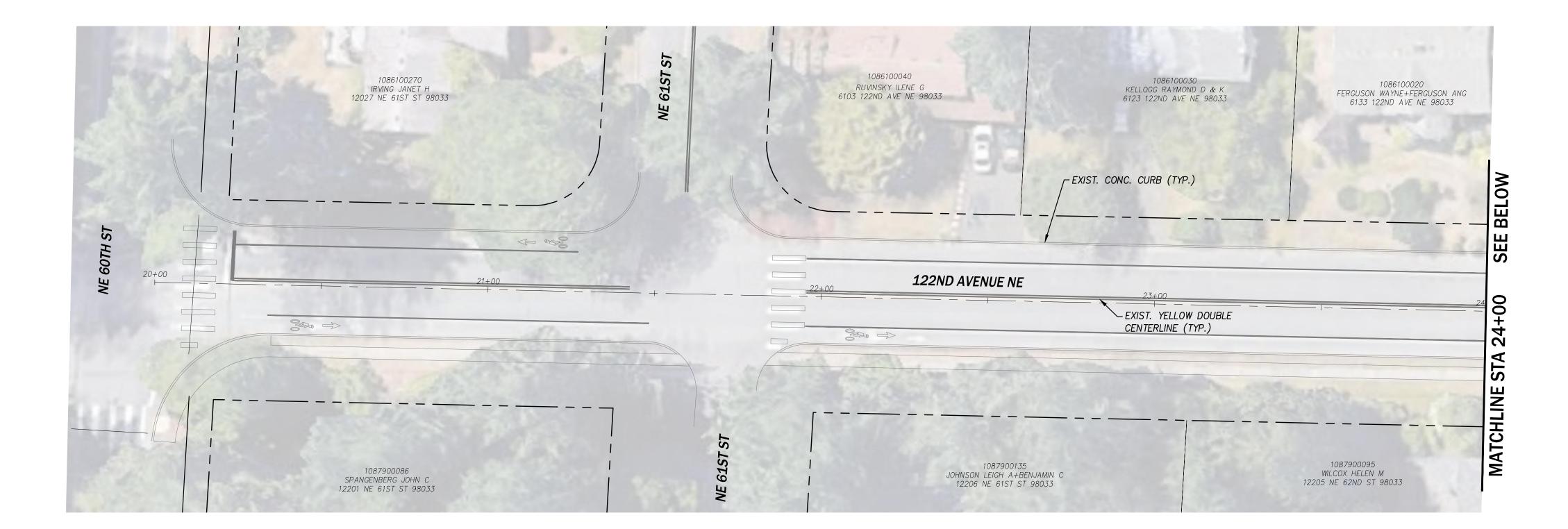
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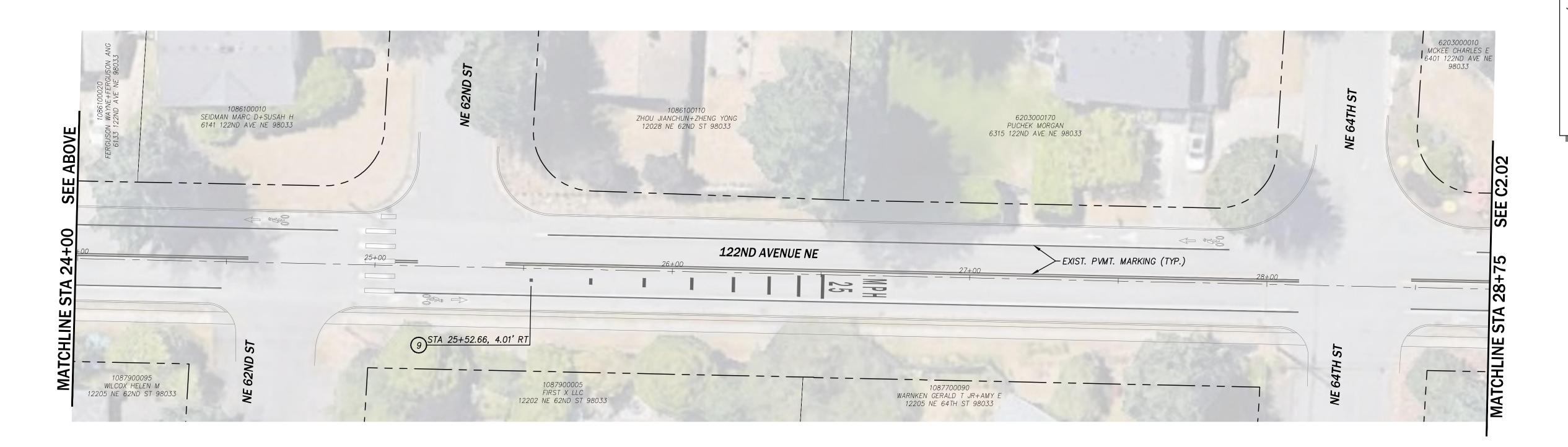
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STANDARD PLAN AND NOTES

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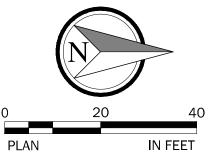
CONSTRUCTION NOTES

- (1) ABANDON EXIST. SD PIPE IN-PLACE
- PAINTED DOUBLE YELLOW CENTER DETAIL PAVEMENT MARKING PER PRE-APPROVED PLAN CK-R.31
- 3 REMOVE AND REPLACE EXIST. PAINTED 6" WHITE WIDE SOLID LANE LINE (WSLL)
- BICYCLE LANE MARKING PER CITY OF KIRKLAND PRE-APPROVED PLAN CK-R.34
- 5 REMOVE AND REPLACE EXIST. 8" CONC. STORM DRAIN PIPE; CONN. EXIST. CATCH BASIN; SAWCUT, REMOVE, AND REPLACE EXIST. HMA PVMT. (SEE NOTE 2)
- (6) TYPICAL TRAFFIC MEDIAN PER DET. ON C2.100
- 7 REMOVE YELLOW DOUBLE CENTERLINE (DCL), APPROX. LIMITS PER PLAN
- 8 REMOVE BICYCLE LANE MARKINGS PER COK PRE-APPROVED PLAN CK-R.34
- TRANSVERSE BAR PAVEMENT MARKING PATTERN PER COK
 PRE-APPROVED PLAN CK-R.38

 9
- (10) SAWCUT, REMOVE, AND REPLACE EXIST. HMA PAVEMENT AND CEMENT CONC. CURB AND GUTTER; SEE NOTE 2
- 11) TYPICAL CONC. SIDEWALK PER COK PRE-APPROVED PLAN CK-R.23
- 12) TYPE SINGLE DIRECTION A CURB RAMP PER WSDOT STD. PLAN F-40.16-03 ON C2.100, INCL. CEMENT CONC. PEDESTRIAN CURB PER COK PRE-APPROVED PLAN CK-R.17A
- 13) PLANE EXIST. BITUMINOUS PVMT., INSTALL HMA CLASS 1/2" OVERLAY, 2" DEPTH
- REMOVE EXIST. CATCH BASIN GRATE AND REPLACE WITH VANED GRATE PER COK PRE-APPROVED PLAN CK-D.14

NOTES: 1. EXISTING STREET SIGNS SHALL REMAIN UNLESS NOTED OTHERWISE.

- 2. HMA PAVEMENT SECTION SHALL BE REPLACED IN-KIND WITH MINIMUM SECTION PER COK PRE-APPROVED PLAN CK-R.09. NEW CEMENT CONCRETE CURB AND GUTTER SHALL BE TYPE A PER COK PRE-APPROVED PLAN CK-R.17. TYPICAL PAVEMENT PATCH AT TRENCH EXCAVATION SHALL BE PER COK PRE-APPROVED PLAN CK-R.12.
- THE EXISTING TOPOGRAPHIC CONTOURS, BOUNDARY, AND OTHER PLANIMETRIC INFORMATION SHOWN ON THIS BASE MAP AND USED AS THE BASIS FOR DESIGN WAS PREPARED BY CPH CONSULTANTS, LLC FROM AVAILABLE PUBLIC LIDAR, GIS, AND OTHER DIGITAL ELEVATION DATA SOURCES, WITH SOME SUPPLEMENTAL FIELD SURVEY DATA FOR SPECIFIC PROJECTS. IT DOES NOT REFLECT SURVEY ACCURACY IN MANY CASES. THE ACCURACY OF THE SOURCE DATA PUBLISHED OR PROVIDED BY OTHERS AS USED IN THE PREPARATION OF THIS BASE MAP IS NOT KNOWN OR OTHERWISE WARRANTED. THE CONTRACTOR SHALL CONFIRM ACTUAL FIELD CONDITIONS AND NOTIFY ENGINEER OF ANY CONFLICTS OR DISCREPANCIES PRIOR TO CONSTRUCTION.

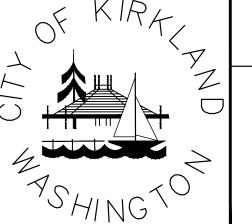


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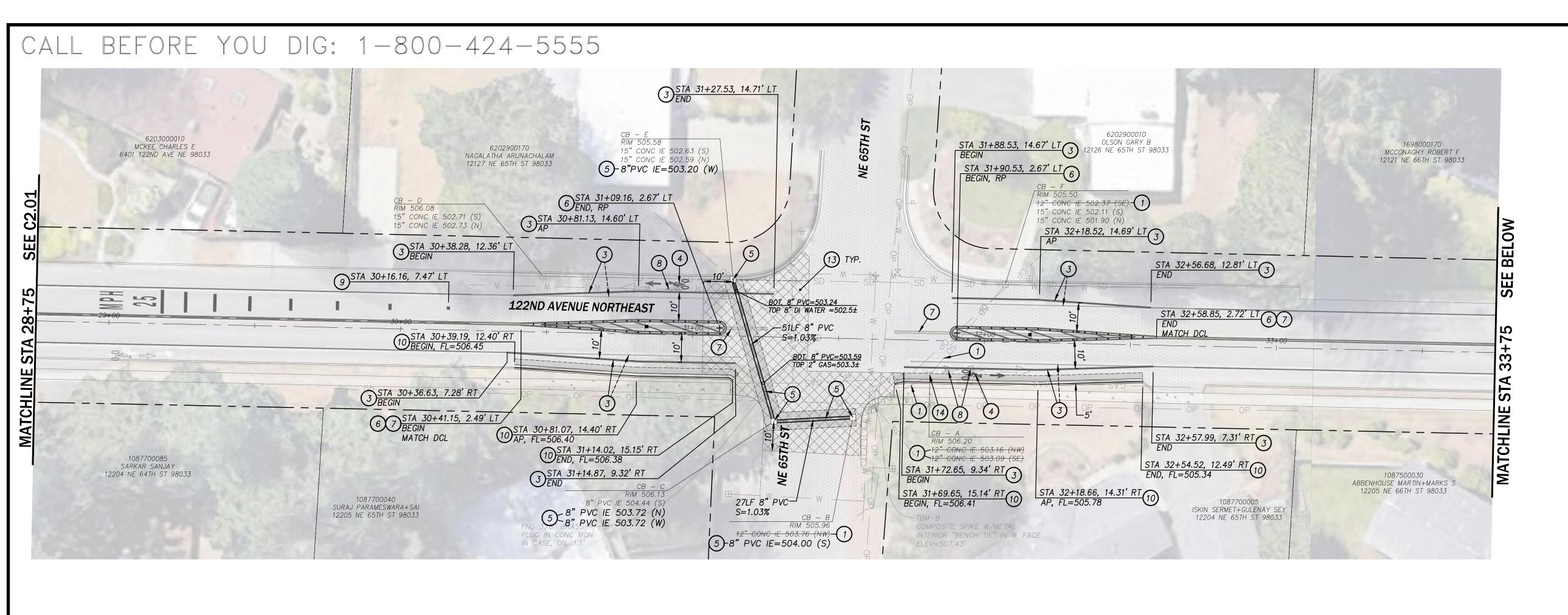
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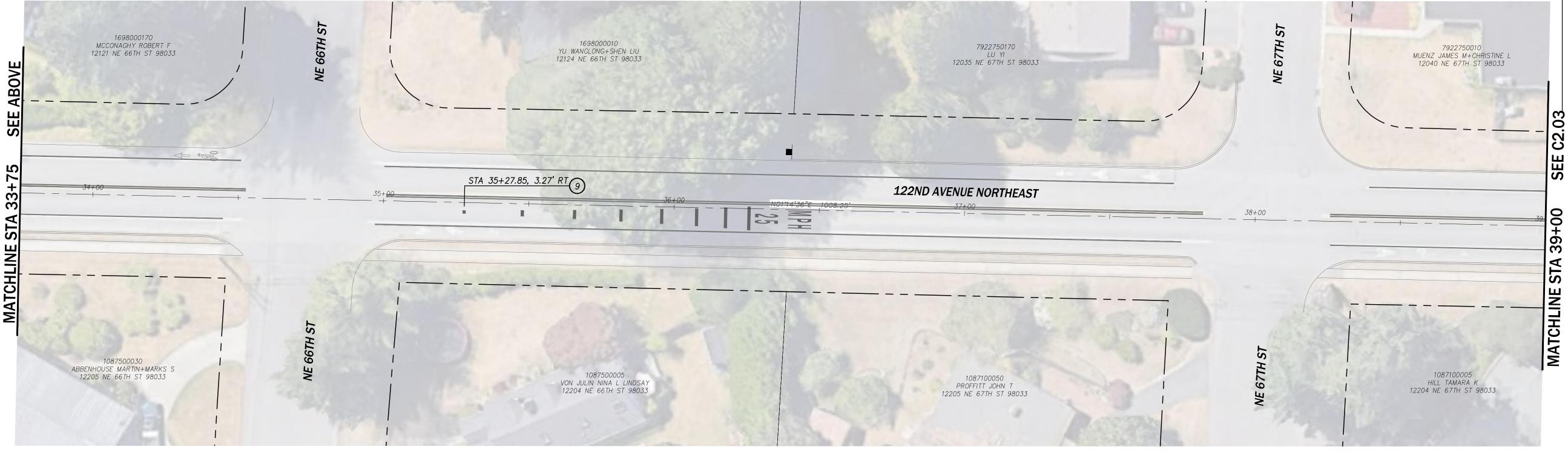
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CONSTRUCTION NOTES

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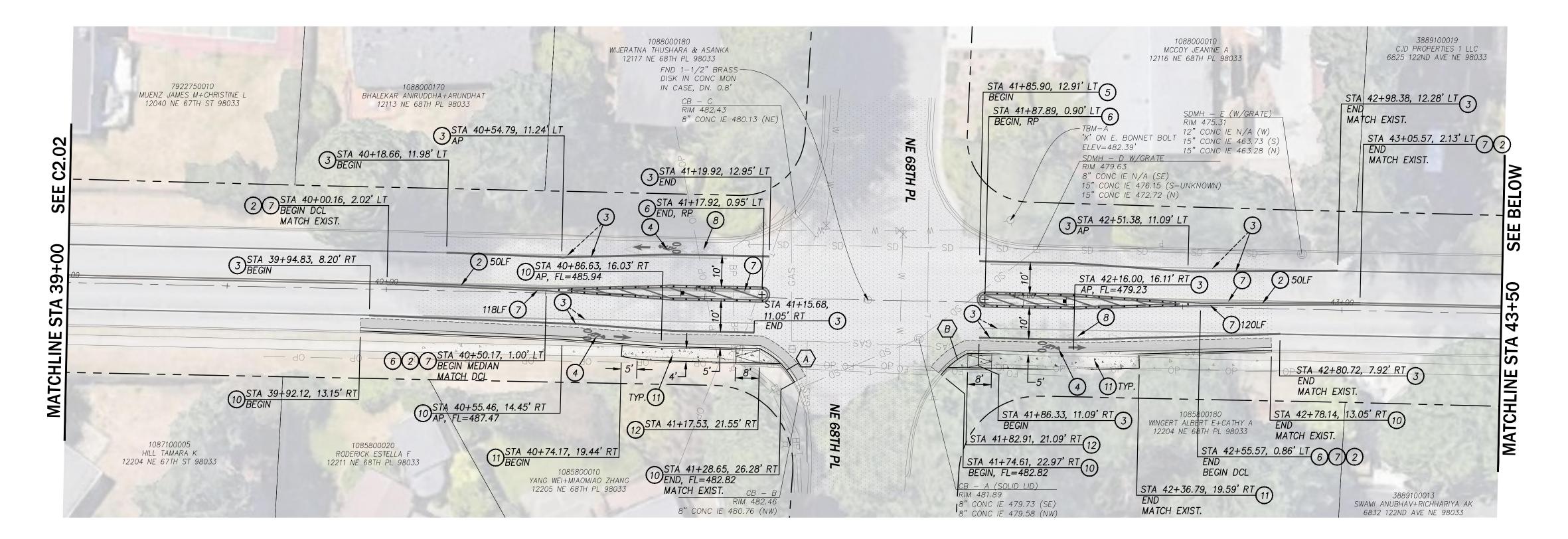
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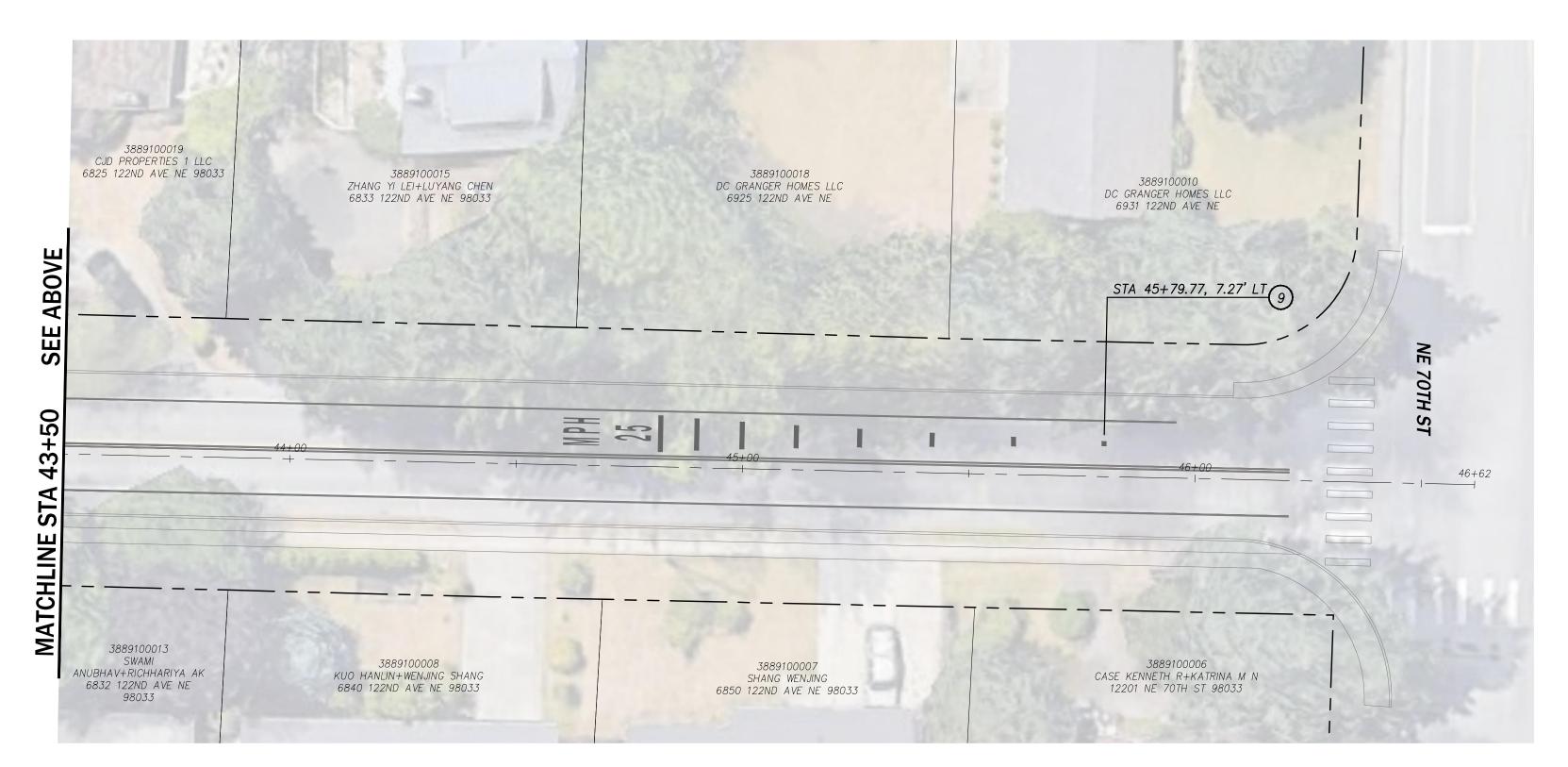
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CONSTRUCTION NOTES

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 9
- 10 SAWCUT, REMOVE, AND REPLACE EXIST. HMA PAVEMENT AND CEMENT CONC. CURB AND GUTTER; SEE NOTE 2
- 11) TYPICAL CONC. SIDEWALK PER COK PRE-APPROVED PLAN CK-R.23
- TYPE SINGLE DIRECTION A CURB RAMP PER WSDOT STD. PLAN F-40.16-03 ON C2.100, INCL. CEMENT CONC. PEDESTRIAN CURB
- 13 PLANE EXIST. BITUMINOUS PVMT., INSTALL HMA CLASS 1/2" OVERLAY, 2" DEPTH

PER COK PRE-APPROVED PLAN CK-R.17A

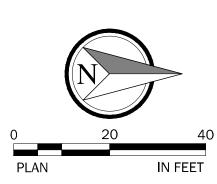
REMOVE EXIST. CATCH BASIN GRATE AND REPLACE WITH VANED GRATE PER COK PRE-APPROVED PLAN CK-D.14

NOTES:

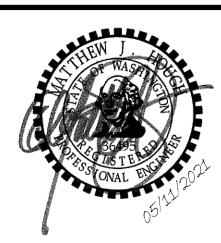
1. EXISTING STREET SIGNS SHALL REMAIN UNLESS NOTED OTHERWISE.

- HMA PAVEMENT SECTION SHALL BE REPLACED IN-KIND WITH MINIMUM SECTION PER COK PRE-APPROVED PLAN CK-R.09. NEW CEMENT CONCRETE CURB AND GUTTER SHALL BE TYPE A PER COK PRE-APPROVED PLAN CK-R.17. TYPICAL PAVEMENT PATCH AT TRENCH EXCAVATION SHALL BE PER COK PRE-APPROVED PLAN CK-R.12.
- THE EXISTING TOPOGRAPHIC CONTOURS, BOUNDARY, AND OTHER PLANIMETRIC INFORMATION SHOWN ON THIS BASE MAP AND USED AS THE BASIS FOR DESIGN WAS PREPARED BY CPH CONSULTANTS, LLC FROM AVAILABLE PUBLIC LIDAR, GIS, AND OTHER DIGITAL ELEVATION DATA SOURCES, WITH SOME SUPPLEMENTAL FIELD SURVEY DATA FOR SPECIFIC PROJECTS. I DOES NOT REFLECT SURVEY ACCURACY IN MANY CASES. THE ACCURACY OF THE SOURCE DATA PUBLISHED OR PROVIDED BY OTHERS AS USED IN THE PREPARATION OF THIS BASE MAP IS NOT KNOWN OR OTHERWISE WARRANTED. THE CONTRACTOR SHALL CONFIRM ACTUAL FIELD CONDITIONS AND NOTIFY ENGINEER OF ANY CONFLICTS OR DISCREPANCIES PRIOR TO CONSTRUCTION.

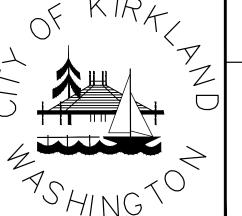
	CURB RETURN TABLE									
NO.	RADIUS	L	Δ		FOC LOCATION					
	25.0'			PC=	STA 41+17.54, 16.05' RT					
_			35″11'08"	Δ/4=	STA 41+20.88, 17.93' RT					
$\langle A \rangle$		15.4'		Δ/2=	STA 41+23.89, 20.31' RT					
_				3∆/4=	STA 41+26.50, 23.11' RT					
				PT=	STA 41+28.65, 26.28' RT					
		25.0' 10.8'		PC=	STA 41+82.79, 16.09' RT					
_				∆/4=	STA 41+80.48, 17.47' RT					
$\langle B \rangle$	25.0'		24°39'04"	Δ/2=	STA 41+78.33, 19.09' RT					
_	25.0'		24°39'04"	3∆/4=	STA 41+76.37, 20.92' RT					
				PT=	STA 41+74.62, 22.96' RT					
<i>⟨B⟩</i>				3∆/4=	STA 41+76.37, 20.92					



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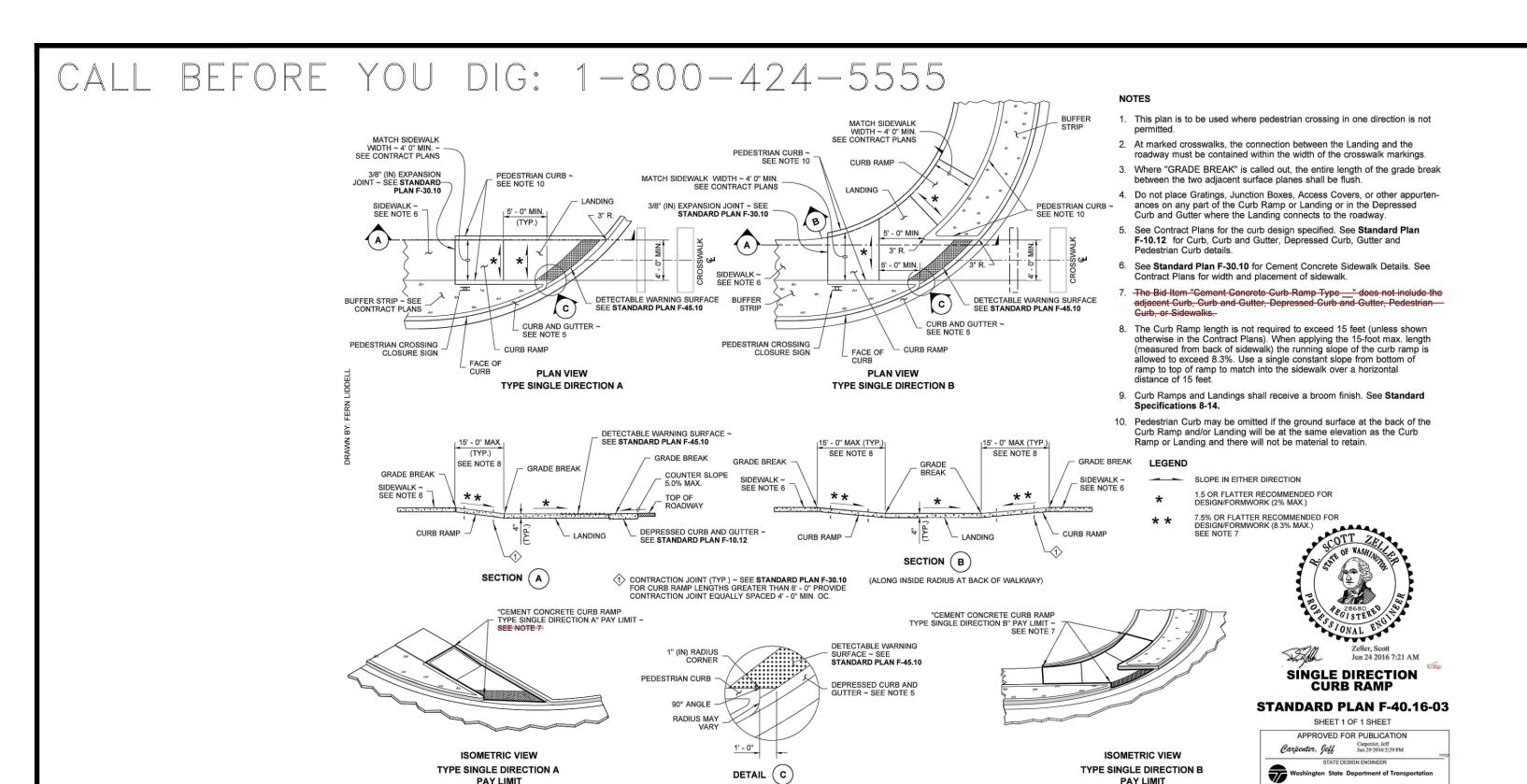


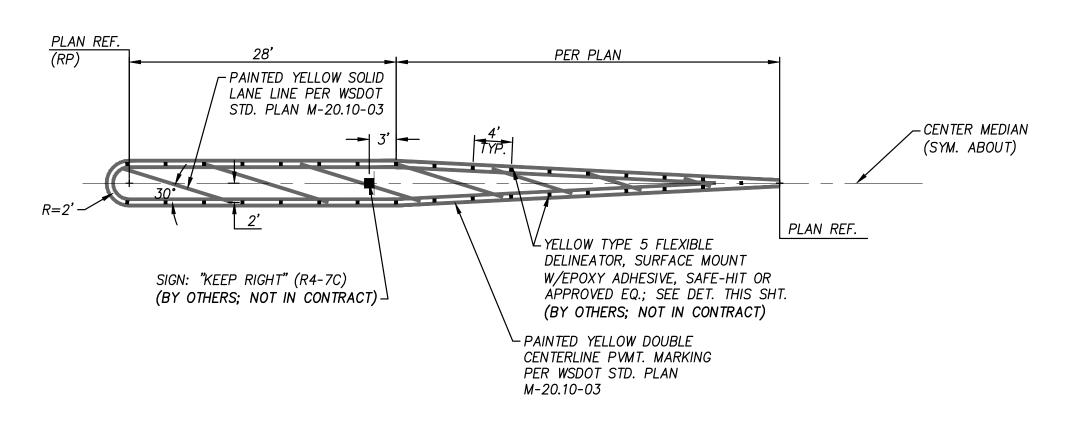
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HMA WALKWAY - SCHEDULE A

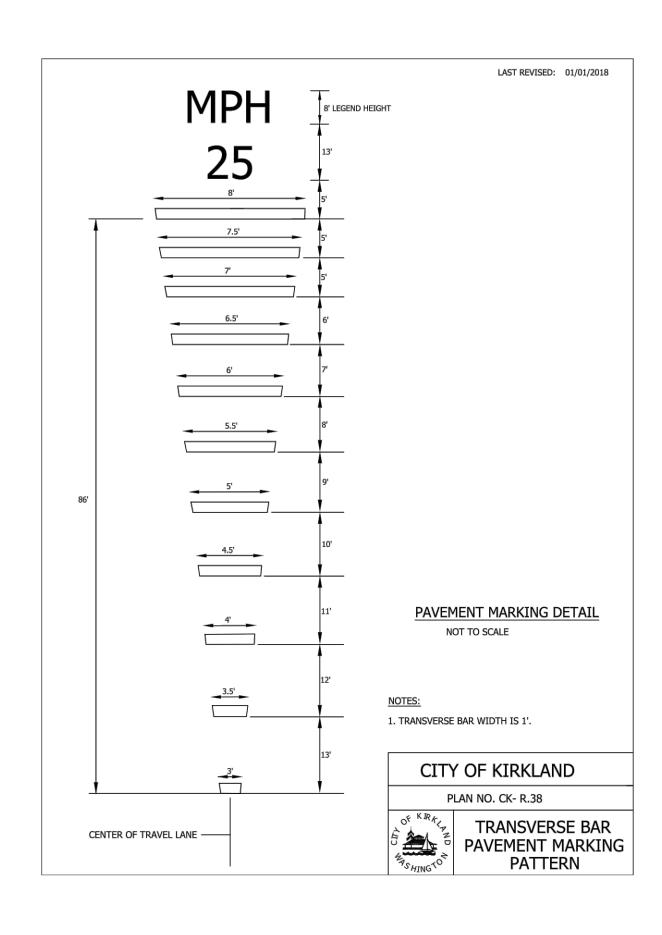
C2.03

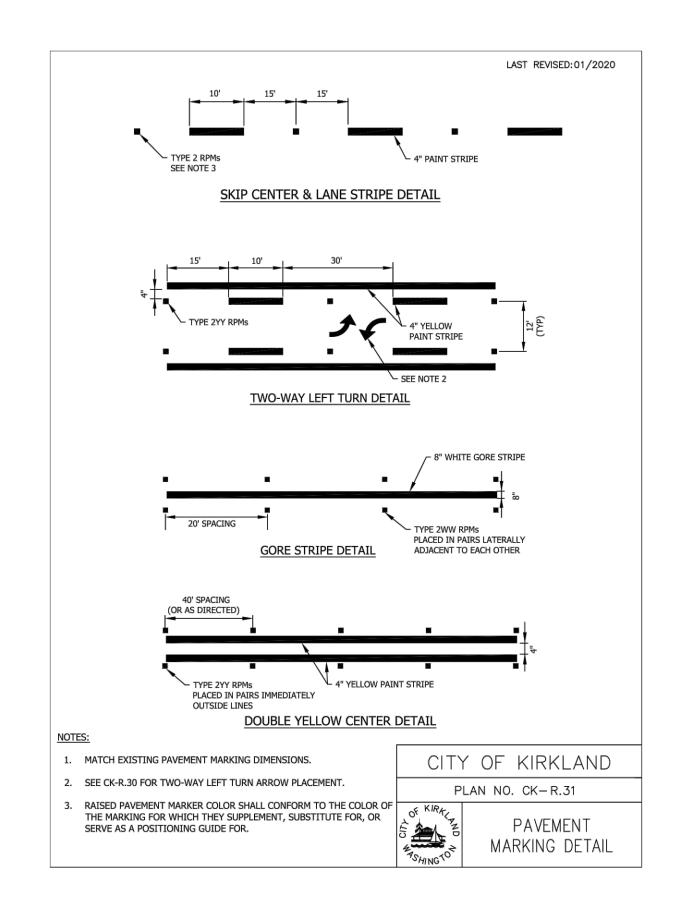


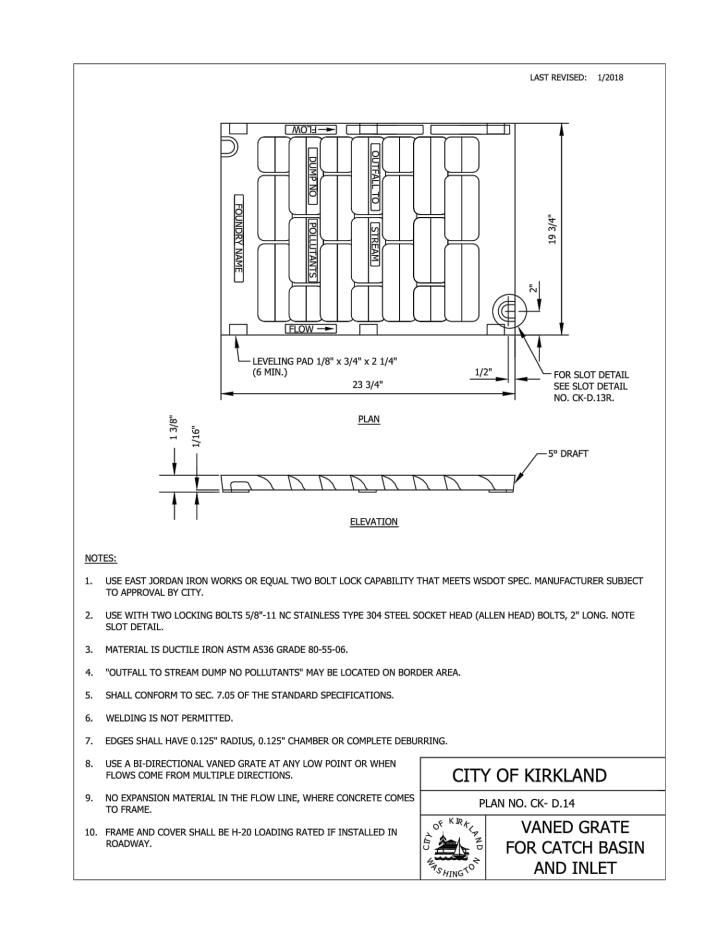


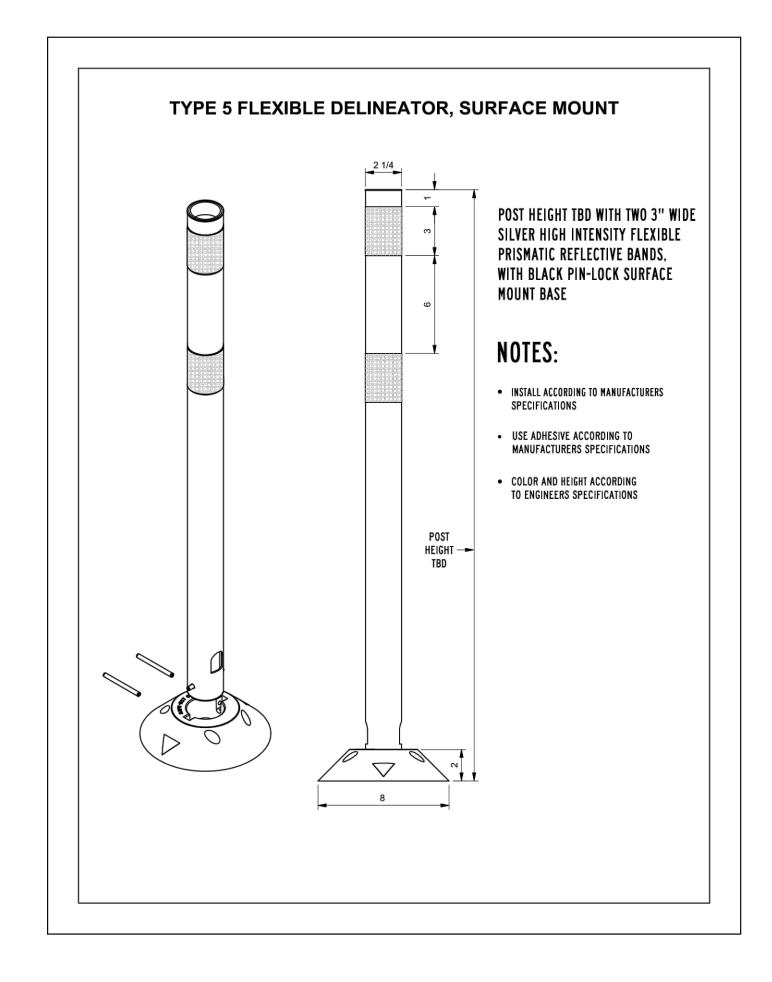
TYPICAL TRAFFIC MEDIAN

NOT TO SCALE









TYPICAL TYPE 5 FLEXIBLE DELINEATOR

NOT TO SCALE

(FOR REFERENCE ONLY - NOT IN CONTRACT)

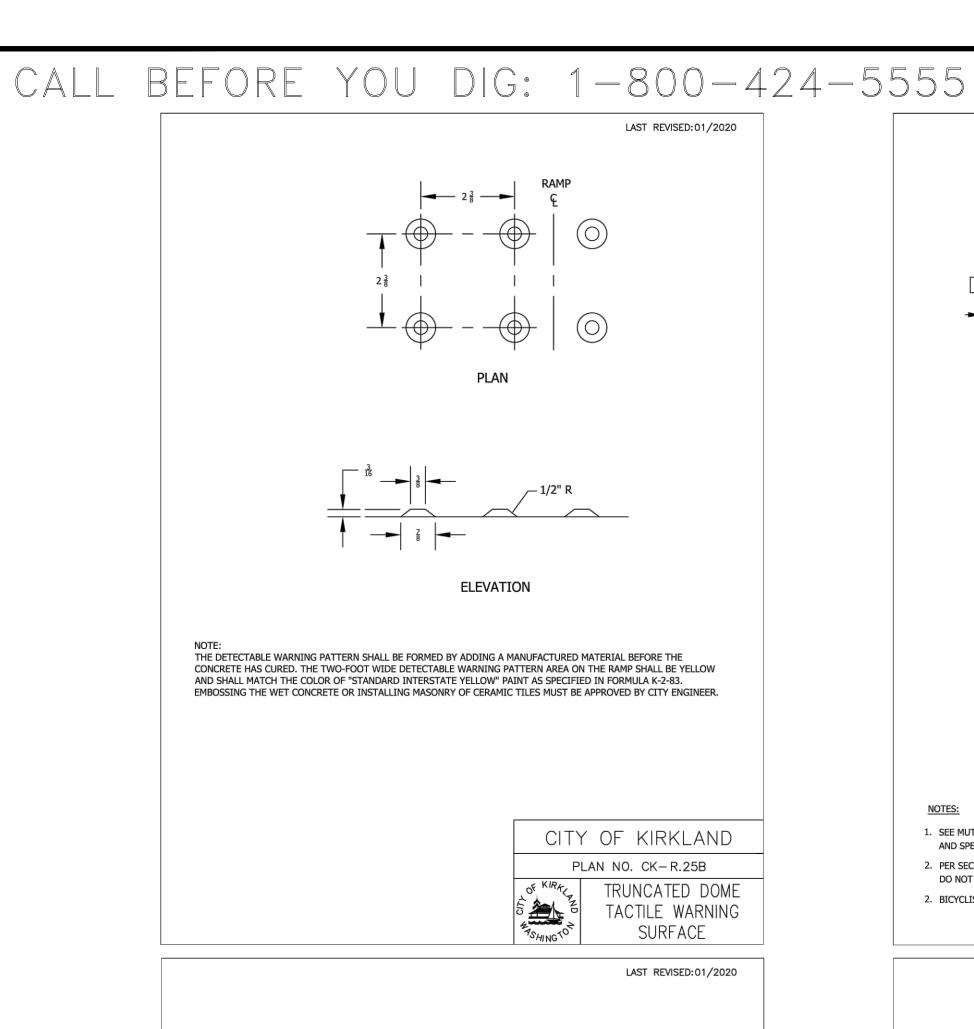


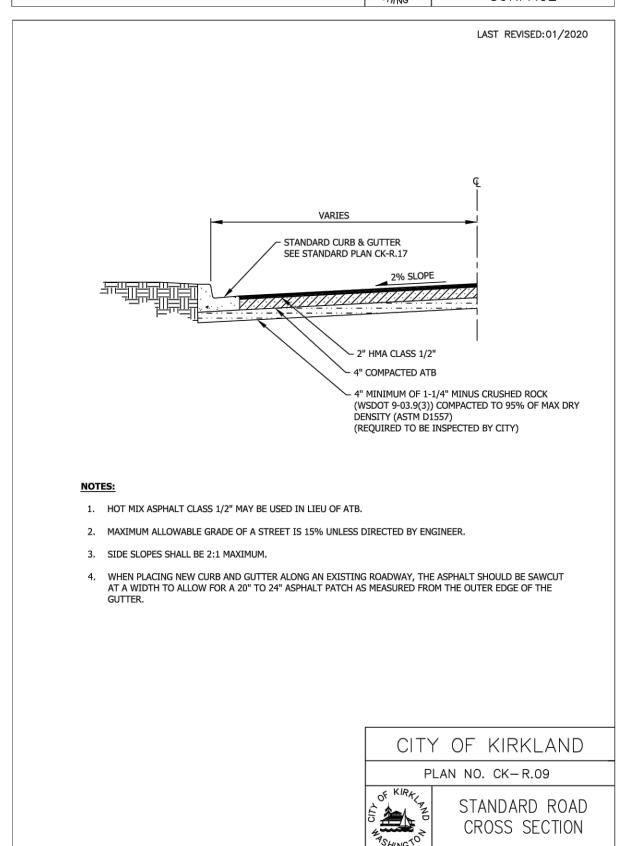


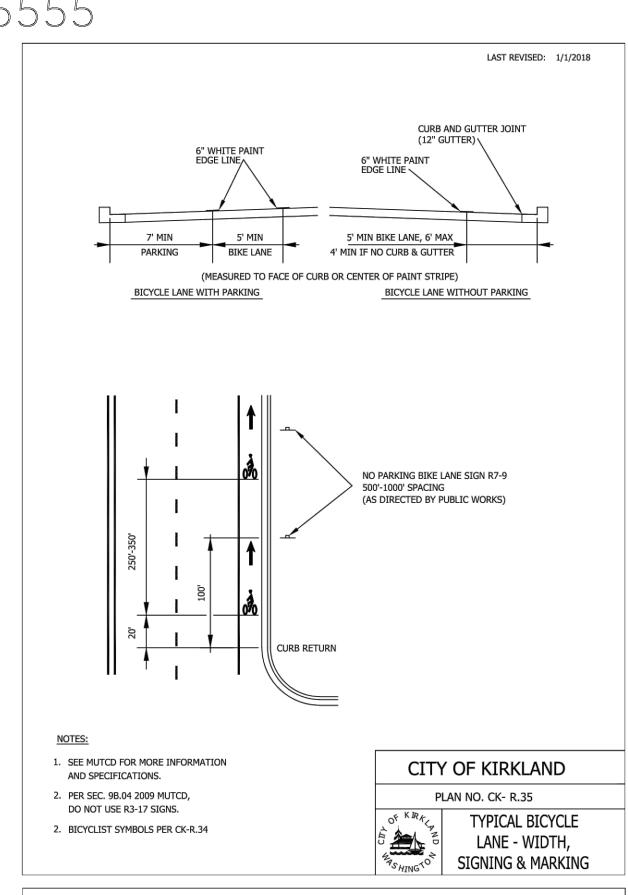
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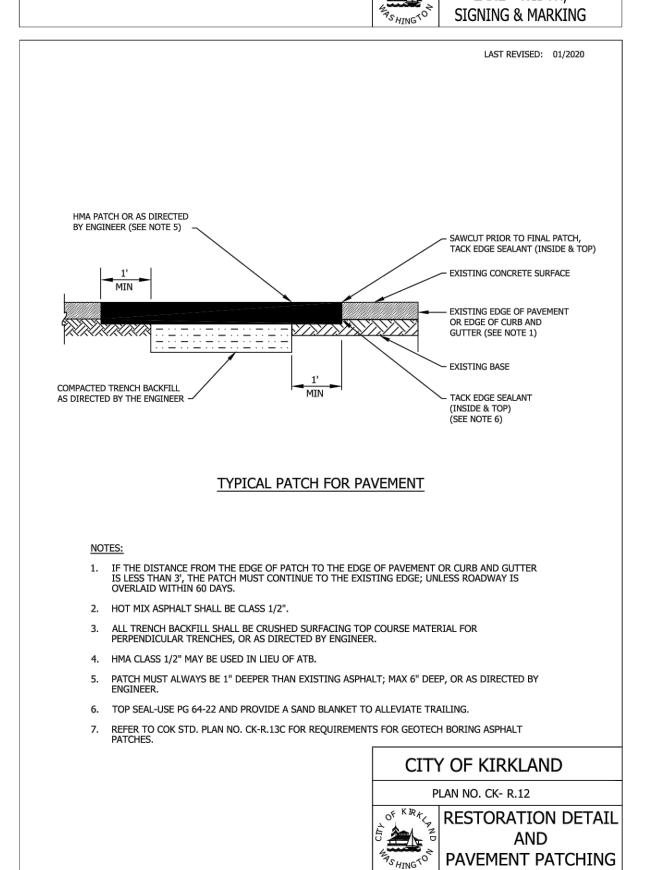


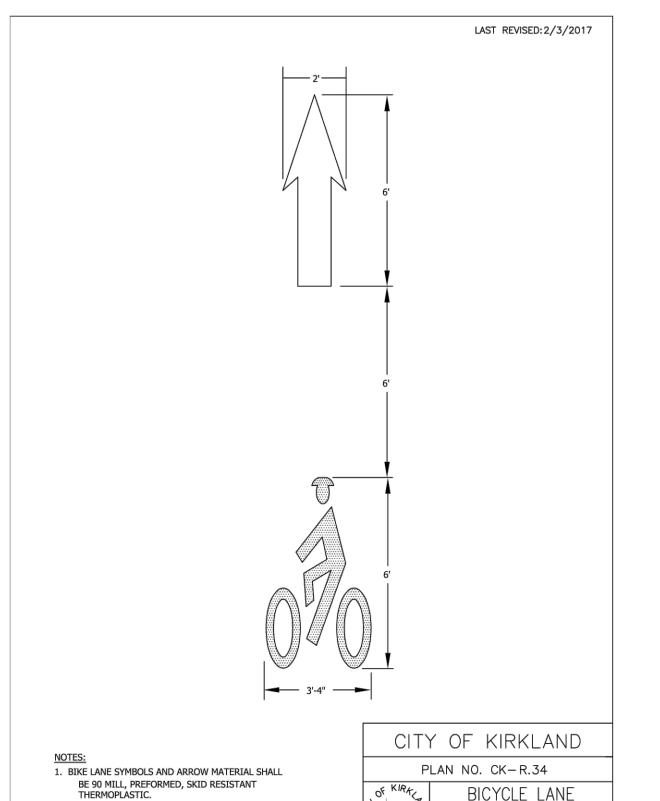
CITY OF KIRKLAND PUBLIC WORKS DEPARTMENT 123 FIFTH AVENUE - KIRKLAND, WA 98033-6189 - (206)828-1243	C2.100
NEIGHBORHOOD TRAFFIC CALMING	7
ROADWAY DETAILS	8

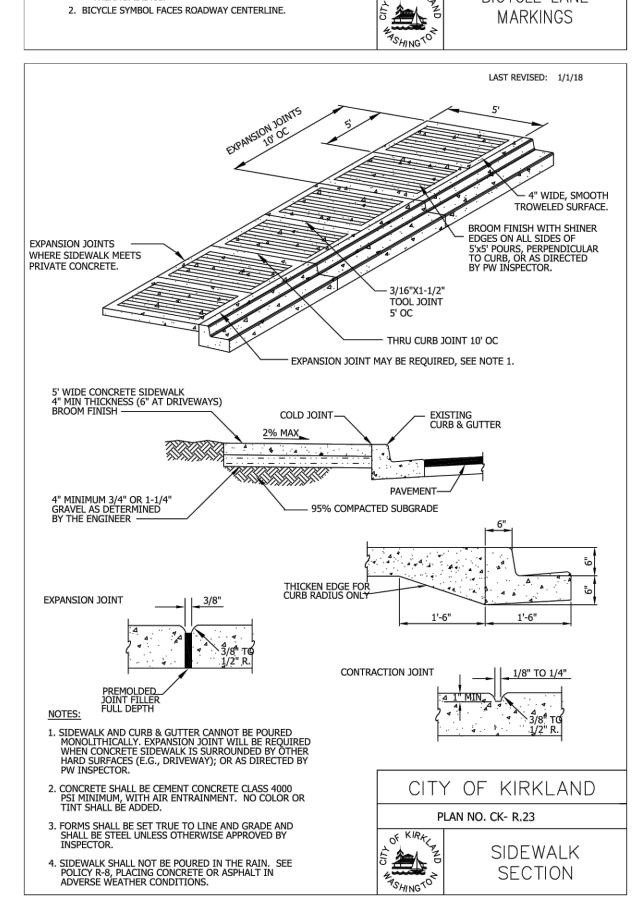


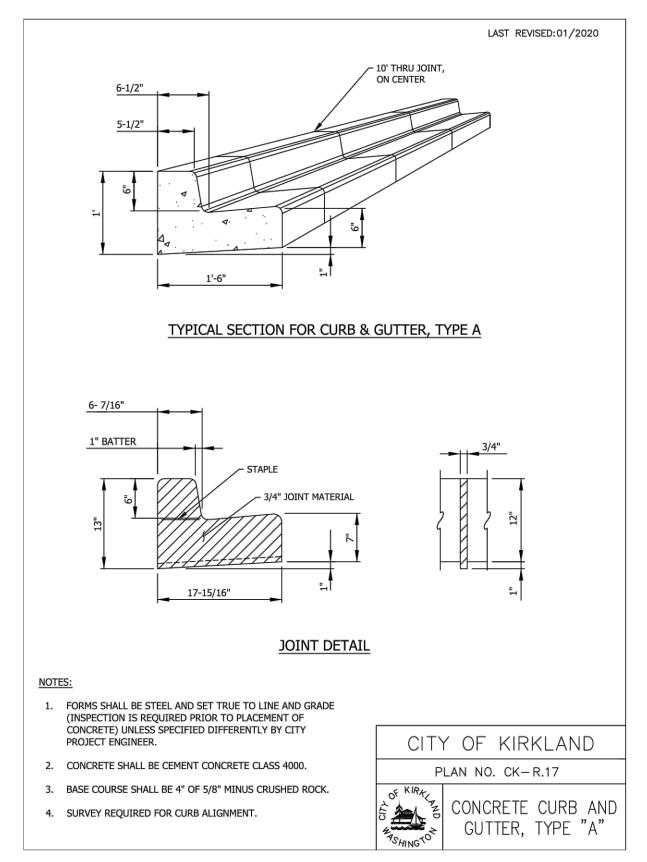


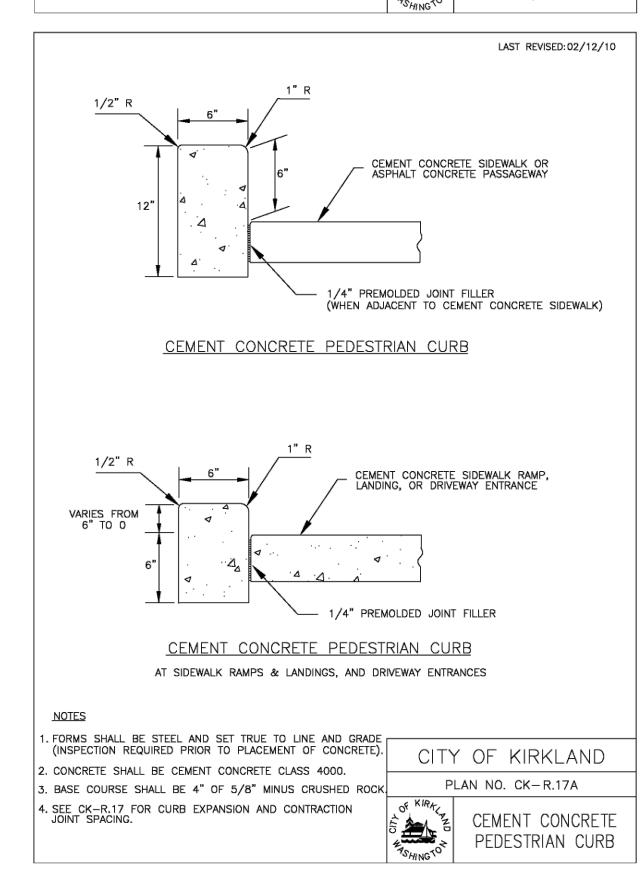




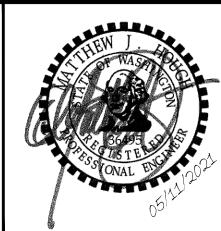




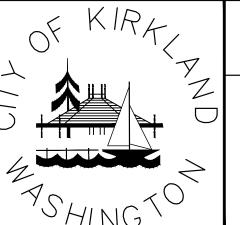








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NEIGHBORHOOD TRAFFIC CALMING

DETAILS AND CITY OF KIRKLAND
PRE-APPROVED PLANS

C2.101

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